| | Approved For Release 2003/08/06 : CIA-RDP82-00 | 457R006900560013-5 | 40 |
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| • | CLASSIFICATION CONTINUENTIAL CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT | REPORT NO. | |
| COUNT | RY Germany (Russian Zone) | DATE DISTR. | 12 February 195 |
| SUBJEC | CT Investigation of the Transportation Situation | NO. OF PAGES | 2 25X1 |
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| Κ1 | There was no largemental concentration of flatcars | or heavy-duty flatca | ars in the |
| | There was no large-scale concentration of flatcars of Halle, Erfurt and Magdeburg railroad districts during 1950. Such an assembly of flatcars would become known | ng the second half (| of December |
| 1. | Halle, Erfurt and Macdeburg railroad districts during | ng the second half cown at the Operation ow and Strasburg/Uchocomotive Columns Noted. All the locomer, suffered from in | of December and Department.(1) become were and 2, 4, 5 and betive columns, and ficient |
| 1. | Halle, Erfurt and Magdeburg railroad districts during 1950. Such an assembly of flatcars would become known the reserve becometives in Ruednitz, Beeskow, Duchers still being kep cold at their collection points. Let a in Frankfurt/Oder and 10 in Cottbus were not alergoricularly Locomotive Column No 8 in Frankfurt/Oder repairs made in the locomotive repair shops. Fraction | ng the second half cown at the Operation ow and Strasburg/Uchocomotive Columns Noted. All the locomer, suffered from in ured piston rods and | of December ins Department.(1) kermark were o 2, 4, 5 and otive columns, insufficient c cylinders |
| 1. | Halle, Erfurt and Magdeburg railroad districts during 1950. Such an assembly of flatcars would become known the reserve becomotives in Ruednitz, Beeskow, Duchers still being kep cold at their collection points. Let in Frankfurt/Oder and 10 in Cottbus were not alerguarized and Locomotive Column No 8 in Frankfurt/Oder repairs made in the locomotive repair shops. Fractive were frequent. (2) | own at the Operation own at the Operation ow and Strasburg/Uch occomotive Columns No ted. All the locome er, suffered from in ured piston rods and ion of flatcars and duty flatcars, but no or the entire zone. ars have been design military purposes, | of December In Department (1) Remark were In 2, h, 5 and In the columns, Insufficient In cylinders In concent In special In ated. |
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| 1. | Halle, Erfurt and Magdeburg railroad districts during 1950. Such an assembly of flatcars would become known that the reserve becomotives in Ruednitz, Beeskow, Duchers still being kep cold at their collection points. Let in Frankfurt/Oder and 10 in Cottbus were not alerguarticularly Locomotive Column No 8 in Frankfurt/Oder repairs made in the locomotive repair shops. Fractive were frequent. (2) The unfounded information on the alleged concentration and these cars, were ordered by the SCC for areas for possible future concentration of the careas for pos | own at the Operation ow and Strasburg/Uchocomotive Columns Noted. All the locomer, suffered from inured piston rods and duty flatcars, but nor the entire zone. ars have been designificantly purposes, land ing given their prolated authorities residered unfit for trectorate Ucheral in enecessary inscrip | control December In Department.(1) Remark were In 2, 4, 5 and In 5 and In 6 cylinders In 6 cylinders In 6 cylinders In 6 cylinders In 7 and In 8 pecial In 8 pecial |
| 1. 2. 3. | Halle, Erfurt and Magdeburg railroad districts during 1950. Such an assembly of flatcars would become known that the reserve becomotives in Ruednitz, Beeskow, Duchers still being kep cold at their collection points. Let in Frankfurt/Oder and 10 in Cottbus were not aler particularly Locomotive Column No 8 in Frankfurt/Oder repairs made in the locomotive repair shops. Fractive were frequent. (2) The unfounded information on the alleged concentrate flatcars may be attributed to the following: a. Preparations for employment of almost all heavy-tration of these cars, were ordered by the SCC for areas for possible future concentration of the careas for possible future concentration of the shipment of heavy transformers to the U.S.S.R. (b). Since December 1950, an unusually large number of patched to Poland by order of the SCC without be tance papers and markings. Since the Polish rail these cars pass through Poland, as they were contions due to their lack of proper papers, the Diout officials to prepare the papers and place th cars. (3) | own at the Operation ow and Strasburg/Uchocomotive Columns Noted. All the locomer, suffered from it ured piston rods and ion of flatcars and duty flatcars, but no rete entire zone. ars have been design military purposes, 13) f new 90-ton flatcar ing given their prolator authorities residered unfit for the rectorate Ceneral Renecessary inscription of the column of the column of the rectorate Ceneral Renecessary inscription of the column of the co | control December In Department.(1) Remark were In 2, 4, 5 and In 5 and In 6 cylinders In 6 cylinders In 6 cylinders In 6 cylinders In 7 and In 8 pecial In 8 pecial |

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| CENTRAL INTELLIGENCE AGENCY -2- | 25X1 |
| kept in Frankfurt/Oder, Beeskow, Uckro, Ruednitz, Ducherow and Strasburg. This information covers a period ending 30 December 1950. No confirmatory information is available. 25X1 | 25X1 |

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